

FAST GERMAN LINER IN DASH FOR HOME

Kronprinz Wilhelm, Loaded with Coal, Quietly Slips Out of Port.

HOPES TO ELUDE CAPTURE AT SEA

North German Lloyd Express Ship Repainted a "War" Gray to Avoid Detection.

The Kronprinz Wilhelm of the North German Lloyd Line, her bunkers and holds in which cargo is usually carried, filled with coal, her superstructure painted gray and carrying only a few members of her crew, slipped quietly from her pier last night and passed out to sea.

Undismayed at the danger which would beset the steamer before she could reach her destination, Bremen, if England and France openly declared war on Germany, the owners of the vessel consented to permit her to run the gauntlet. Not that they had any choice, however, for the German government earlier in the day sent a cable message ordering that the Kronprinz Wilhelm should be repainted.

Whether the ship will be used as a transport, auxiliary cruiser or collier if she crosses the ocean without falling into the hands of hostile men at sea was not known when she left the German pier. Lloyd Line officials said she was a subsidized ship, and the German government simply exercised its prerogative in ordering her to sail.

Slips Out to Sea.

For the last two days there had been gossip about the Hoboken piers of the line that the Kronprinz Wilhelm was being taken for a mysterious trip out of port. In spite of an armed patrol, which guarded the piers and looked over the yards and the North German Lloyd property the fact that the ship was being taken out of port was not kept secret.

Up to late afternoon it was not suspected that any of the large fleet of German merchant vessels which for the last three days have been scurrying into port to tie up until the war is settled would attempt to leave. It was only the express order of the German government that placed the Kronprinz Wilhelm, one of the express ships of the line, in jeopardy.

At Hamburg, it was learned, there are only ten ocean liners that might be pressed into service as transports. The Kronprinz Wilhelm was the only one that was not required, and the Kronprinz Wilhelm was decided upon.

In the bunkers and holds of the vessel, when she steamed down the North River last night, were 6,000 tons of coal. Ordinarily the ship carries about 4,000 tons, between 500 and 600 of which are burned in a day's run. When the bunkers were loaded to capacity, the cargo holds of the vessel were filled.

Proof that a German cruiser, thought to be the Dresden, is lurking not far off the coast in the neighborhood of Sandy Hook was obtained from the navy yesterday. On the wireless apparatus there, it was reported to the Navy Department at Washington, messages from a German cruiser to the German wireless station at Sayville, Long Island, have been picked up in the last three days.

Cruiser May Be Convoy.

It is believed that the cruiser is being used to meet the Kronprinz Wilhelm and convey her across the Atlantic. It is possible that some of the surplus coal may be transferred to the cruiser. If the customs authorities at this port were to gain knowledge of such an act, however, it would not reflect to the credit of the owners of the Kronprinz Wilhelm.

According to the local officials of the line, the vessel which sailed last night will not travel over the course ordinarily taken by the German liner. Instead of going through the English Channel, where the capture of the steamer would be assured, if England declares war before the Kronprinz Wilhelm leaves the port, it will follow the course taken by the Kronprinzessin Cecilie, the "gold ship," which left here last Tuesday with \$10,700,000 in yellow metal aboard. Rather than risk capture in the English Channel, the German liner is being sent around the north of the British Isles, into the North Sea, and endeavor to make Bremen or possibly Hamburg. The large amount of coal aboard was to carry the ship over the extra run, it was explained.

Only the crew and the stewards are supposed to be on board, but it was said to be likely that several additional members of the German naval reserve, officers and men from other German ships now tied up here, used her as a means of answering the Kaiser's call to arms.

Busy on Waterfront.

According to a report yesterday the Hamburg-American liner Vaterland, largest ship afloat, and first of the German fleet to leave the port, will follow the Kronprinz Wilhelm within a few days. The Imperial sister ship to the Vaterland, is tied up at Hamburg, and will probably be used as a transport.

Persons who were able to pass the armed guard on the Hamburg-American pier at Hoboken by presenting proper credentials yesterday reported that the Vaterland was undoubtedly being used to carry a long voyage. Great quantities of coal were being poured in the bunkers, while carpenters were busy inside the ship.

Instead of bearing to the northeast as transatlantic liners usually do, the Kronprinz headed southward after clearing the harbor. This was reported by the steamer Segurana, which came in last night from Santiago and passed the German vessel outside the Ambrose Channel lightship.

GERMAN TACTICS SURPRISE EXPERTS

U. S. Military Men Think the Kaiser Is Only Feinting in First Moves.

Washington, Aug. 3.—With a hastily drawn map of the theatre of war in Europe before them, army strategists here to-day were scanning news reports of the movements of the troops of the powers. There was a complete lack of official information.

Some surprise is expressed by the experts at the comparatively slow beginning of the German campaign. The German war college, patterned largely on the Russian, has been known as the General Staff, had understood that so perfectly had every detail of an offensive campaign against France and Russia been worked out by the German Kriegspiel players that the first blows would fall like lightning strokes out of a clear sky, and that within twenty-four hours after the

declaration of war, or the order for mobilization, the first German battalions would be many miles across the eastern and western boundaries of the enemies' countries.

Consequently, the belief is expressed that the full strength of the military forces on all sides is being withheld while the statesmen and diplomats in the European capitals play the last cards in the hope of securing such advantages as may be obtained through delayed action.

The strategists were of the opinion that the plans of campaign had not so far unfolded as to admit of a guess as to the real purposes of the leaders. What has been done by the German army in the east in the invasion of Belgium is regarded as purely precautionary and calculated rather to prevent a quick dash by the French legions into the fatherland than to begin a progressive campaign toward Paris.

The clashes reported to have taken place on the border of Lorraine are looked upon as insignificant and as feints to develop the French strength. Military maps have brought up to date, disclose a large German military force in that neighborhood. There appear to be no less than three army divisions within striking distance of the French frontier, a line less than a hundred miles in length.

If a general campaign had been initiated, there was a sufficient German force, in the opinion of the experts here, to have broken through the French lines at any point where there were no great fortresses, such as at Nancy.

GERMAN SHIP HERE SEEKING SAFETY

Liner Friedrich der Grosse Turns at Sea and Races for This Port.

Thirty first cabin passengers of the steamer Friedrich der Grosse, which came into port Sunday evening, ordered here by wireless after sailing from Baltimore for Bremen, were landed yesterday afternoon at the Hoboken docks of the line. Most of the disappointed tourists were from Baltimore, and said they would return there as soon as the steamship company returned their baggage and passage money.

The story of the receipt of the wireless message calling the Friedrich der Grosse off the seas into the nearest neutral port, which happened to be New York, was told by Mrs. Alexander Preston, a prominent Baltimore woman, who, with her husband, was en route to Europe when the message came.

"Friday night," said Mrs. Preston, "at about half past 10 I was sitting in the lounge, playing cards with Mrs. J. Hull Davidson, two German gentlemen who were passengers, and Captain Fritz, commander of the ship.

"Just when the game was becoming really interesting an orderly, or a ship's officer of some sort, came into the room, saluted the captain and handed him a marconigram they do not receive by the wireless message.

Captain Receives Message.

"Captain Fritz took it, scanned it closely, then took a book from his pocket and compared the wording of the message with the text. The message was in a code and it took him several minutes to decipher it. When he finished he scribbled the actual meaning of the words over the message as it was written and showed it to the two Germans at our table. All were perturbed and begged to be excused at once. Half an hour later we learned what the message contained."

McCann and Justice C. W. Heisler, of the Supreme Court of Maryland, were the first passengers to learn that the vessel had actually turned around. They were in the smoking room, they declared yesterday, when the wireless reached the ship, and when they went on deck for a breath of air before retiring they observed that the moon, which had been on the starboard side of the ship, was on the port side.

Passengers of the other two German liners that were recalled and reached port Sunday, the President Grant and the Grosser Kurfuerst, observed the same phenomenon.

Both Mrs. Preston and Mrs. Davidson declared that the German officers of the ship were excited when the steamer put back for New York.

When the passengers gathered together to discuss the apparent change of the steamer's course, they said, a committee was named to go to the captain and ask the reason.

"We have been ordered into New York," he replied to the questions.

Vessel in Darkness.

Half an hour after the vessel reversed her course all the decks were enclosed in heavy weather; all electric lights were extinguished, and oil lamps furnished the only illumination about the decks and saloon.

By statements there was electricity, but every port hole were hung towels and linen. Even the gingham aprons of the stewardesses were used to keep a ray of light from glancing over the water.

"Saturday night we sighted searchlights of two ships, which the officers thought might be English cruisers, up from the West Indies. All that day if any one laughed aloud on the deck he was reprimanded and warned by the officers that the English might hear them."

"The climax came Saturday night, however, when a dance was started in the saloon. When the orchestra was in the midst of a waltz, which practically every one was indulging in, because we needed some recreation, what did the captain do but stop the music!"

"It might attract the attention of the British," he explained.

Passengers Indignant.

Many people prominent in Baltimore society were on board, among them were Mr. and Mrs. Harry E. Carr, Mrs. C. G. Williams, Mr. and Mrs. Julius Wyman, Dr. W. D. Lockwood, the noted surgeon; W. J. Carter, W. E. Stephan, Mr. and Mrs. Oliver F. Wolf, Miss Elizabeth Ahlers and Mr. and Mrs. Edgar Goethe.

Rushing at top speed from the possible peril of British warships, the liners George Washington and Martha Washington came in almost side by side yesterday. The George Washington is owned by the North German Lloyd Line and the vessel named for the wife of the first President is the property of the Austro-American Line.

Passengers on both ships reported an exciting voyage, especially during the last few days, when wireless messages informed them of the war in Europe and of their danger of being captured.

On the pier to meet the German vessel's passengers were fully two thousand persons. Such a glad reunion of families and friends is seldom seen, except after a disaster at sea.

Captain L. Frank said he received wireless warnings from his line and the German government Friday night. Lights were promptly extinguished and the vessel hurried at forced speed for the American coast. When it was once sighted the steamer did not leave the harbor, but the German war college, patterned largely on the Russian, has been known as the General Staff, had understood that so perfectly had every detail of an offensive campaign against France and Russia been worked out by the German Kriegspiel players that the first blows would fall like lightning strokes out of a clear sky, and that within twenty-four hours after the

BRITISH MUST JOIN WAR, SAYS MAHAN

Asserts England, at Once, Should Attack German Battle Fleet.

POINTS TO DREAD OF SUBMARINE ACTION

Teutons Seek to Overwhelm All Enemies by Quick Blow, Sea Expert Declares.

Fear of submarine attacks by the Germans was the motive in sending the British squadron out from Portland under sealed orders a few days ago, according to Rear Admiral Alfred T. Mahan, U. S. N. (retired).

Admiral Mahan, who is considered one of the greatest naval experts of the day, advanced the theory that even though no declaration of war had been made the British Admiralty feared the Germans might make an attack with a submarine flotilla, perhaps under cover of the night, and send some of the British Dreadnoughts to Davy Jones's locker.

"Why not?" asked the admiral of a Tribune reporter at his summer home, at Quogue, Long Island, yesterday. "The Germans have violated the neutrality of Luxembourg already."

Up to this time Admiral Mahan had refused to talk about the war, because the struggle had no maritime aspect, but yesterday he discussed the situation from various sides. The position of England as far as regards not alone her duty to her allies but her prospects on sea seemed to interest him particularly.

Points Out England's Duty.

"In my judgment, a proper appreciation of the situation should determine Great Britain to declare war at once; otherwise her entire engagements, no matter what they are in letter, will certainly be violated in spirit. Probably allies of the future would distrust her. With her strength she should not engage the German fleet in action and prevent the growth of a sea force representing a power not like Great Britain, sated with territory, but eager and ambitious for expansion and for influence," he said.

"The British fleet could at once proceed to blockade German ports. As it is, German merchantmen already have been ordered to cover. The ships flying the Union Jack could stop commerce at the mouths of the Elbe and Weser. I speak of these particularly because it would be very difficult if not impossible for the British ships to operate both in the North Sea and the Baltic simultaneously."

The German fleet could use the Kiel Canal as a constant means of communication and strengthen itself first in one sea, then in the other. The North Sea, too, is the more important, and there commerce could be effectively crippled.

The naval expert spoke again of the attitude of Great Britain in these significant words:

"She, as the third member of the entente, finds herself in the position of Prussia in 1866, when she permitted Napoleon to strike down Austria unaided and was herself struck down the following year at Jena; or of that of France in 1870, when she stood by while Prussia crushed Austria and was herself overwhelmed in 1871."

Battle Stage for Fleets.

The North Sea, as the logical stage for a great naval engagement, was the idea of Admiral Mahan.

"That would be the place the British would wish," he said. "Germany would choose the North Sea for her fleet operations from the Kiel Canal. There is, by the way, no great chance that the German fleet would be able to molest marine intercourse between France or England and the United States. She has practically no coaling stations in the Atlantic."

The possibilities of the naval situation in the Mediterranean proved, too, a subject of comment for Admiral Mahan.

"What will Italy do?" he pondered. "She has signified that she will not cooperate aggressively with the Triple Alliance. Instead she may join to prevent the Austro-Serbian blockade of the Greek coast, and at the same time turn her armies to protect the Balkans, already threatened by Turkey. There is no question that Austria and Italy have long been bitterly opposed. Italy will support Greece, which sympathizes with Serbia."

"France has a fleet that is much more powerful than Austria's. She may take the task of defending Greece against an Austrian blockade. Greece would use her new ships purchased from the United States in this fight against Austria and Turkey. Bulgaria, too, would be held in check if she determined to support Austria."

It was in connection with the discussion of the use of submarines in the naval engagements that Admiral Mahan mentioned his theory that the British fleet had hurried from Portland to some open sea to escape German attack.

"The fleet is probably in the North Sea and, I should say, not a great distance from shore. I estimate the effective cruising range of a submarine fleet must be about a hundred miles, and to make that distance the craft must travel for a long way upon the surface, and in this case would reveal themselves to the scouts which the British fleet must have posted on its outskirts."

"Sir Percy Scott has gone definitely on record," continued Admiral Mahan, "as saying that the battleships are no longer effective because of the submarine. I do not think naval experts generally subscribe to this idea. The question of the real efficiency of the submarine will be tested in this war. During the Russo-Japanese conflict, they taught that the ships could be surprised. Torpedoes were used in that war, chiefly for silencing dying ships, but torpedoes are night craft, and, as they can be seen, are not effective against modern guns."

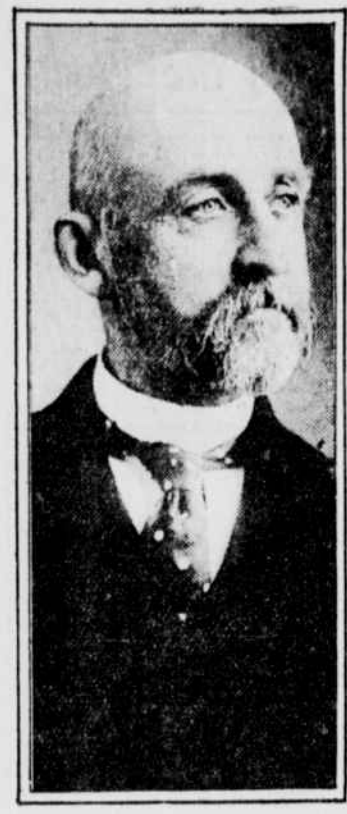
The respective efficiency of the German and British fleets was a topic that the admiral dealt with in one very interesting detail.

"There is one particular reason why I doubt that the German fleet is so efficient as the British, aside from a question of equipment and size. In the German navy the ships are manned chiefly by conscripts. In the British navy there is voluntary enlistment and ships there is voluntary enlistment and ships there is voluntary enlistment."

The British navy has many more seamen of long training.

LIEPZIG IN THE PACIFIC

San Francisco, Aug. 3.—Confidential information in the possession of naval authorities here to-day was that the German cruiser Leipzig is somewhere off the coast of Lower California. None of the government wireless stations on the Pacific Coast has been in touch with her, however, since last Saturday. Nothing is known of the whereabouts of the German cruiser Nurnberg since her departure last week from Honolulu ostensibly for German Samoa.



REAR ADMIRAL ALFRED T. MAHAN, U. S. N. (RETIRED).

DUMBA ATTACKS SERB PROFESSOR

Austrian Ambassador Criticizes Pupin, of Columbia, for "Fantastic" Charges.

Constantin Theodor Dumba, the Austro-Hungarian Ambassador, issued a statement yesterday attacking Professor M. L. Pupin, of Columbia University, honorary Serbian Consul General, for his interviews in which he had denied the existence of a Pan-Serb agitation in Serbia and has accused Austria of tyranny over her Serbian subjects. The statement, which formed one of the points of our ultimatum. I can only translate a few passages of this declaration addressed to Serbian and Croatian newspapers in the United States.

"The Narodna Obrana is a widely extending organization which exercises a propaganda for all that strengthens the national feeling of the Serbs and their union with the kingdom. In the face of these facts it seems rather odd to maintain that a Pan-Serb agitation does not exist in the kingdom of Serbia. One has only to read the incendiary press of Belgrade, which enjoys the greatest license, to be convinced of the contrary."

"Now let us examine a little closer Mr. Pupin's fantastic charge that Austria's tyranny cannot find its parallel in the darkest Middle Ages. The Serbs and Croats have everywhere in the Dual Monarchy their schools, their law courts, with hearings in their own language. In the provinces of Dalmatia, Istria, which are mostly inhabited by Croats, the Croatian language is the official language of the administration and of the debates in the provincial Diet. The Italian minority in these two provinces complains of the partiality of the Austrian authorities in favor of the Croats."

"The real issue, as I declared before, is the question of our rule in Bosnia and the border provinces. The defiant attitude of the Serbian kingdom, the shameless attack of its press, could no longer be tolerated. Austria-Hungary wanted not the conquest of new territory, it acted in self-defense when asking for guarantees for the future."

THE ATLAS

measures 6 3/4 x 9 1/2 inches, probably the same size as your single-volume office dictionary, yet it has large size maps. When seated at your desk, or in your library chair, or in your parlor you can reach out and pick up this Atlas and remain comfortably seated while you hold it in one hand and look up the information you require.

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THE MISCELLANEOUS FEATURES of this Atlas are particularly attractive. We will mention only a few—Diagrams showing the Areas of the Earth; Diagrams showing the Principal Religions of the World; Tables of Explorations and Discoveries; Etymology of Geographical Names; Weights and Measures; Table of Distances between the Principal Ports of the World; Time in Large Cities; Imports and Exports; Sea Strength of Chief Naval Powers; Statistics of the World, including largest cities, highest structures, longest rivers, most famous diamonds, etc., etc.

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STOPS LUSITANIA
AT LAST MOMENT

Cunard Line Withdraws Fast Boat—May Transport English Reserves.

FABRE COMPANY ALSO
SUSPENDS SERVICE

French Government Requisitions Rochambeau—Other Vessels Are Held.

Steps toward the eventual cessation of ocean traffic between this country and Europe followed in rapid succession yesterday. The most startling announcement of the day came from the Cunard Line, saying that the Lusitania, second fastest vessel afloat, would not sail for Liverpool and Southampton at 6 o'clock this evening.

Late in the afternoon it was announced that the Fabre Line, the ships of which ply between American ports and Mediterranean cities in France and Italy, with stops at the Azores, had suspended service until further notice. The Fabre liners by the French flag. The first intimation that still another line had considered the ocean unsafe for its vessels came when the steamer Sant' Anna, which left New York Saturday, slipped into the Narrows. At the New York offices of the French Line it was announced that the ships of the General Transatlantic Company were still running, although the Rochambeau, one of the fastest vessels of the line, had been requisitioned by the French government. The Rochambeau entered port last night and will dock early this morning. After discharging passengers, she will probably prepare for an early return to Havre or Marseilles.

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The Red Star Line yesterday announced that the Vaderland, which is due in port to-day, will not sail August 5. No future sailing date was set. The Vaderland flies the Belgian flag.

The White Star Line, due to leave port on Thursday, and for the Olympia, on Saturday, but there is no assurance that the steamers will sail. The Olympia should arrive here tomorrow. She is crowded with Americans who fled from Europe.

Mauretania May Be Held.

The Holland-America Line's Soterdyk is to sail to-day. Passages for the Continent are still being booked.

The Austro-American Line announced yesterday that the steamer Kaiser Franz Josef I, which was to have sailed from Trieste, would not leave port until conditions became settled. The Martha Washington, of the same line, which entered this port yesterday, will not sail on Saturday, it was announced. The St. Paul, of the American Line, the only transatlantic steamship company flying the American flag, will sail on Friday and is booked from stem to stern. The mail which the Lusitania was to have taken on to-night will be put on the St. Paul. Officers of the vessel were wondering last night where they could put it.

May Take Reserves Home.

The belief was current that the Lusitania would be used to take home the army and navy reserve forces of Great Britain. Two of the fastest cruisers of the British navy, which left the West Indies Saturday, may be on their way to meet the big vessel and escort her across the Atlantic.

Among those disappointed by the detention of the Lusitania were the Duchess of Marlborough and Richard Harding Davis, the war correspondent. Told that the vessel might possibly leave within a few days with reservists only, Davis threw out his chest and exclaimed:

Man Who Raised Row in Court Declares Debt Is Cleared.

Abraham Rothschild, who broke up a session in the Yonkers police court the Joseph H. Beall pay him an alleged debt, day by day demanding that Judge debt, announced yesterday that the account had been squared by the payment of \$2,000, the total of the loan and interest. He said the judge did not dispute the amount.

Keep in Touch with the European War Situation

The New York Tribune's ATLAS OF THE WORLD

Will Tell You What You Want to Know

The Tribune makes it possible for its readers to secure one of these COMPREHENSIVE ATLAS of the WORLD for the nominal sum of 98 CENTS and ONE COUPON

In addition to the COMPREHENSIVE ATLAS OF THE WORLD, a map in colors, showing the Triple Alliance and the Triple Entente, is given free.

In this morning's dispatches the town of Libau is mentioned. What do you know about Libau?

The Tribune COMPREHENSIVE ATLAS OF THE WORLD states that Libau, Russia, is a port with an artificial harbor and an important railway terminus. Its chief exports are grain, flax, hemp, linseed, petroleum, fish, meat, wool, leather and skins. There are manufacturers of rope, matches, agricultural implements, furniture, amber and soap. It has naval dockyards and a large meat freezing establishment. The Atlas also gives the population as 64,502.

The town of Luxemburg is also mentioned. What do you know about Luxemburg?

The Tribune COMPREHENSIVE ATLAS OF THE WORLD states that Luxemburg is the capital of the Grand Duchy of Luxemburg, has manufacturers of gloves, pottery, vinegar and machinery and large tanning industries. The population is given as 21,024.

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AMERICAN BULLETS MAY BE NEEDED

Ammunition Firms Believe Powers Will Have to Buy Here.

LONG WAR, SOON USE UP SUPPLIES

Manufacturers, However, Admit Purchasers Will Have to Carry at Own Risks.

Representatives of the leading ammunition firms in New York admitted yesterday the possibility that the final stages of a great European war might be fought with American ammunition, carried at the purchasers' risk by a fleet of swift blockade runners.

Such a contingency was thought to be remote, but it was said that the small arms ammunition manufacturers in this country would be able to provide cartridges of the required calibre without much difficulty and would undoubtedly sell to anyone, who would pay for them and take the risks of shipment.

It was generally admitted that the European powers now involved had been preparing for war for years and that their arsenals were doubtless well stored. Likewise, the same way that the War Department of the United States seeks to encourage the ammunition manufacturer here to keep in the factories, the machinery necessary to turn out military ammunition, the European governments have been awarding "complimentary" contracts to their own private ammunition manufacturers.

These will doubtless be able to keep up the supply for some time after the government factories are unable to keep pace with the demand.

At the offices of the Winchester Repeating Arms Company, the United Metallic Cartridge Company and the Peters Cartridge Company, it was agreed yesterday that if a war among four or five great world powers developed, it was only a question of time before the resources of the European ammunition factories would be exhausted. A representative of the Winchester company said that that time was so far in the future that it was hardly worth while reckoning with it.

The present European conditions, he said, had already interfered with their foreign trade. The Winchester company has an international reputation for sporting guns and ammunition. Although it has supplied army contracts, it is no part of its purpose to seek that business.

"It is all a matter of conjecture," it was said in the export department of the Union Metallic Cartridge Company. If the war is vast and of long duration the combatants will naturally have to look elsewhere for their supply of ammunition.

"If they apply to us we are prepared to sell simply as a business proposition. Any risk or delay in shipment, of course, would be their worry. We are as well equipped as any firm in this country to supply small arms military ammunition."

In past years both rifles and ammunition for military use have been supplied to foreign governments by the Remington Arms-Union Metallic Cartridge Company. Denmark obtained 42,000 rifles, Spain 215,000, the Spanish colonies 99,500, Sweden 30,000, Egypt 30,000, France 145,000 and Mexico 50,000. Orders aggregating several hundred thousand more have been filled for China, South American countries and other nations.

In the sales department of the Peters Cartridge Company it was said that while England, Germany, France and Russia were well equipped with modern ammunition plants, a long drawn-out war would undoubtedly bring orders to American ammunition manufacturers. It was said that Russia was generally regarded as being the best equipped of European nations so far as small arms ammunition plants were concerned. "American manufacturers produce to-day a 9 mm. cartridge," said a representative of the Peters Cartridge Company, "and in a short time could manufacture all the sizes used in European armies."

U. S. EXPORTS TIED UP

Illinois Central Won't Take Hamburg-American Shipment.

Memphis, Tenn., Aug. 3.—The Illinois Central Railroad to-day instructed its Memphis office to receive no export freight for shipment by Hamburg-American steamers.

Baltimore, Aug. 3.—The Baltimore & Ohio Railroad issued an embargo notice this morning to its connecting lines and other traffic affiliations stating that until further notice it will refuse shipments for export through Baltimore and other Atlantic ports.

[By Telegram to The Tribune.]

Rosnoke, Va., Aug. 3.—The Norfolk & Western Railroad to-day put an embargo on English and Continental exports at Norfolk. Several inquiries for coal have been received from foreign governments.

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